

## ONE ENJOYS

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CALIFORNIA FIG SYRUP CO SAN FRANCISCO, CAL.

# L. E. & W. WILL GET IT

THE I., D. & W. ROAD WILL SOON CHANGE OWNERSHIP.

Views of Secretary Smith and Others-Passenger Association Killed by Withdrawals.

Mr. Charles R. Smith, of New York, secretary of the Indiana, Decatur & Western Rallway Company, arrived in the city yesterday, and upon being interviewed by a representative of the Journal in regard to the sale of the Indiana, Decatur & Western to the Lake Erie & Western said: "Until about two weeks ago there was every expectation that the new owners of the property would operate it indefinitely, and steps had been taken to spend a large amount of money in the thorough improvement of the road and in the rebuilding of its bridges, but within the last fortnight the committee who represent the owners of the property received a communication that the Lake Erie & Western company would like to make a proposition to buy this property at a price which would net to the old first mortgage bondholders 130 per cent. in cash, together with 5 per cent. interest thereon from Nov. 1 last. The committee consequently called a meeting of the old bondholders last Friday to consider the proposition, those bondholders being the present owners of the property. The matter was then thoroughly discussed, and, although it was conceded by the majority present that the property was worth considerably more than the price offered, yet in view of the fact that the offer was a cash one, and that the bondholders had been for some five years kept out of their interest, a majority of those present were tempted to authorize the committee to accept that proposition. It will be some time yet before the matter can be consummated Meanwhile the present owners of the property will go ahead with their plans for the improvement and renewal of the property, and I am confident that if for any reason these negotiations should fall through these parties will have, as soon as the contemplated improvements are completed, and

a loss to the present owners, who should receive 140 per cent, per bond in order to come out whole." From another source a representative of the Journal learn I that both parties are pleased with the proposition, that it will certainly be consummated, and that the L. E. & W. people will make it a much more important line through an extension westward, building to Roodhouse, Ill., as originally contemplated by H. B. Hammond, when president of the road. At Roodhouse connection would be made with the Chicago & Alton, and the two roads would have forty-one miles the shortest line between Indianapolis and Kansas City. The L. E. & W. people, the Journal's informant thinks, will not be content to step at Roodhouse. The fact that they pay cash for their purchase shows that they have ample funds to extend the road to any point desired. The road is bonded on the 152 miles for only (1.800,000, the second mortgage bonds and the stock of the old company having been wiped out at the time of the reorganization of the company last May. In securing this road the L. E. & W gets some of the best railroad shops in the West, an elevator, a large yard at Indianapolis, and at this terminal its own track comes to the connection with the Union track on South Capitol avenue. The United States Express Company will doubtless profit through the deal, as it operates over the Lake Erie & Western, but has no di-

rect western road out of Indianapoils, the

American and the Adams express compa-

nies now operating all the roads west from

under Mr. Peirce's able management, a

property worth very much more than the

price now offered. This price represents

Passenger Association Killed. The Western Passenger Association as it has existed up to the present time was practically wiped out of existence yesterday when the Rock Island, the Alton and the Missouri Pacific gave notice of withdrawal from the association. The passenger association has for some time been in a very bad way, and there has been much dissatisfaction on the part of the members with the agreement under which they were held together. The collapse has been looked for as likely to come at almost any time, and the present difficulty will without doubt result in the reorganization of the association on new lines and with some of the features which have proved objectionable eliminated. The reason given by the Rock Island for its withdrawal is that under the association agreement it has found itself unable to meet the competition of strong outside lines which, being out of the association, were so enabled to manipulate their rates as to take much business away from the Rock Island. The reasons given by the Alton and the Missouri Pacific are milar. All the roads which have pulled out of the main association have signified their intention of remaining in the emigrant agreement, and that will go on as heretofore. The lines which still remain in the association, realizing that it is useless for them to carry on the association with so powerful lines on the outside, have Chairman Caldwell to call a meeting of all the association lines for next Monday, in Chicago, and at this meeting methods will be considered for the re-organization of the association. The meetig will be attended by all lines which have just withdrawn and by several of those on the outside as well. There is no feel-ing that the association should be discon-tinued, but that it should have another and making one association sufficiently large to include all the Western lines and the transcontinental lines as well. The Atchibit, which has large interests both in the

the transcontinental territory as well, is inclined to favor this latter plan. If such an association is formed, it will be managed by two committees, and the entire thing will probably be put under the charge of Chairman Caldwell, whose management of the present association under heavy adverse circumstances has given satisfaction to all the lines interested. satisfaction to all the lines interested.

Annual Report of the B. & O. At the annual meeting of the stockholders of the B. & O. Railroad Company of Baltimore yesterday the old board was reelected, Mr. William T. Dixon taking the place of Charles J. M. Gwynn, deceased. The net earnings and income for the year were \$8,719,829. After the payment of interest on bonded indebtedness, rentals, taxes and other charges and twelve months' dividends on preferred stock and six months' dividend on the common stock, there remained \$1,272,313. Out of this other payments, aggregating \$760,346, were made. The decrease in the tonnage of the company is entirely in the transportation of The decrease in the tonnage of the company is entirely in the transportation of coal, coke, iron and lumber, to which also, emphasized by the long strikes, is due the decrease in gross revenue. The gross earnings decreased \$3,712,144; the expense decreased \$3,481,292, and the net earnings decreased \$230,852. In view of the unusual depression in all classes of business, prevailing throughout the country during the entire fiscal year of 1894, the stockholders regarded the annual report as most gratifying.

Trial of an Important Case. The case of the Interstate-commerce Commission against the Louisville & Nashville and the Cincinnati Southern railways to compel obedience to the orders of the commission fixing the maximum rates of freight, was before Judge Sage, of the United States Sourt at Cincinnati, yesterday. The defendants wanted a postponement until after the same question now before the United States Supreme Court was decided, which will be March 4 next, but ex-Senator Edmunds, who has been employed by the Attorney-general to look after the case for the government, said he was unwilling to agree to a postponement, unless in the meantime the roads would obey the order of the commissioner. Accordingly the trial proceeded. The railroads are represented by Colonel Edward Baxter and Judge DeBow, of Nashville, and Edward Colston, of Cincinnati. day. The defendants wanted a postpone-

East-Bound Shipments. East-bound shipments from Chicago last week amounted to 49,560 tons, against 44,965 for the corresponding week of last year. The roads carried tonnage as follows: Michigan Central, 2,343; Wabash, 3,882; Lake Shore, 4,550; Ft. Wayne, 6,565; Pan Handle, 7,273; Baltimore & Ohio, 4,840; Grand Trunk, Nickel Plate, 6,881; Erie, 5,608; Four, 1,362. Shipments were made up o the following articles in tons: Flour, 1,835; etc., 12,615; pressed beef, 10,611; flaxseed, 701 butter, 1,250; hides, 2,272; lumber, 4,488; mis-cellaneous, 615. Lake shipments for the week amounted to 38,893 tons, against 23,-795 for the preceding week.

The T., St. L. & K. C. Case. Ex-President Harrison is at Cleveland, O., in consultation with Chairman J. M Quigley and the representatives and trustees of the preferred coupon stock of the Toledo, St. Louis & Kansas City road. The road is now in the hands of a receiver, under a bill filed by the first mortgage condholders in the United States Circuit courts of Ohio, Indiana and Illinois, to bring about a foreclosure and sale. Hon, John Doyle, ex-judge of the Supreme Court Ohlo, is associated with General Harrison for the petitioners in the case, and together they will present the petition before Judge Ricks to-day.

Illegally Appointed Watchmen. WASHINGTON, Nov. 19.-The Civilservice Commission will report as illegal the appointment of seven watchmen in the Baltimore postoffice and their subsequent promotion to places covered in the recent civil-service extension. This is the case in which Postmaster Warfield had a hearing on Saturday last. The report of the com mission has not been prepared, but it will present all the facts and the ound. Whether it will recommend the dismissal of the appointees has not yet

Personal, Local and General Notes. M. E. Ingalls, president of the Big Four, will leave on Thursday for New York, to be Oscar Murray, vice president of the Big Four, to-day goes to New York, to be absent several days. H. Smith, general manager of the

Lackawanna Fast Freight line, is in the Harry Plummer, chief clerk of Commercial Agent O'Reilly, of the Monon, yesterday returned from his wedding trip. Frank Seabent, division superintendent of the Delaware, Lackawanna & Western, has resigned on account of ill health.

Last week there were handled at the stockyards 1,843 carloads of stock, the largest week's business since the fall of 1892. Freight men say they do not recall a time when there was such a demand for cars on local lines in which to load corn. Under the rules of the Western Freight Association 24,000 pounds is the minimum weight for carloads of packing-house prod-The Western Passenger Association wil

hold a meeting in Chicago to-morrow to further consider restricting the issuing of

The depot which the Peoria & Eastern built at New Ross was yesterday morning burned. It was a three-room building of In the week ending Nov. 17 there were transferred over the Belt road 16,258 cars, the largest movement of any week since

tion of the United States, is a ticket scalp-The general managers of the roads which compose the Union Railway Company will hold a meeting to-day, and a full attend-

Alfred Heath, who has been elected pres-

C. G. Waldo, general superintendent of he Cincinnati, Hamilton & Dayton, arrived in the city last night, and will remain until 3 p. m. to-day. Vice President McDoel, of the Monon

says the new shops of the company at La-fayette will be ready for occupancy by June 1, 1895, and will cost fully \$300,000. The Southern press says that Receiver Comer, of the Georgia Central, with head-quarters at Atlanta, is to be elected pres-ident on the reorganization of the com-

Freight men at Cleveland are disturbed cause the Interstate-commerce Commision has sent agents to that point to investigate ed freight rebates and discrimination

The putting on of a local sleeping coach between Indianapolis and St. Louis over the Big Four nightly has proven a paying step, and the business of the car is steadily So pressed with business is the Indian-

apolis & Vincennes that Superintendent Mansfield has asked General Superintendent Miller to transfer two Panhandle freight engines to this division. The freight traffic of the Cleveland diision of the Big Four is now the heaviest in the history of that portion of the road

Engines are being transferred from other divisions to help haul the freights. On Dec. 1 James A. Wilson will take the position of traveling freight agent of the Chicago & Alton, with headquarters at St. Louis. For some time past he has represented the company at Fort Worth. The trunk lines have decided to collectivedefray expenses consequent upon any arise between any of their members and the Interstate-commerce Commission, The Northwestern road has instructed ts agents to reduce excess baggage rates to the tariff in effect prior to Nov. 1, 1894. It is likely that all the Wesern lines will

do the same thing within a short time. The passenger business of the Lake Erie & Western on its Fort Wayne & Conners-ville division has doubled in volume since the L. E. & W. took control of that piece of road and run it on business principles. The receipts of the Vandalia from passenger business at Indianapolis for Octo-ber were \$3,294 in excess of those of Octo-ber, 1893. Brazil is the only station on the line besides Indianapolis which showed in-

creased receipts this year. The revenue which the Sunday excursions have yielded to the Big Four, Passenger Traffic Manager McCormick says, are much of a surprise, catching travel which will go only on low rates and on Sunday, it being the only day they are not at work. Within the last thirty days Torty-five miles of new steel rail has been distributed on the Indianapolis division of the Monon, and Roadmaster Wright has two gangs of men laying it. On Saturday night eighteen miles of the new rail had en placed in the track. The contemplated unification of all the Wisconsin Central lines between Chicago and St. Paul and Ashland, on Lake Superior, is progressing in a very satisfactor manner, a spirit of mutual concession man

Is greatly enhanced by a fine set of teeth.
On the other hand, nothing so detracts ferent from the effect of pleasing features, fine eyes and a graceful figure as yellow teeth. That popular toilet article SOZODONT checks their decay and renders them as white as snow.

Wednesday. Just what business will be deliberated on will not be known publicly, it was said, before Thursday.

The local passenger association met yes-terday and made a rate of one and one-third fare for the round trip to persons who wish to attend the annual meeting of the Scottish Rite, good from any point on what is considered an Indianapolis road or its immediate connection in this State. The Alton road has filed its notice of appeal from the decision of Chairman Caldwell, of the Western Passenger Association, regarding the reduced rate between St. Louis and Kansas City, to which strong objection was made by the Wabash. Pending the decision on the appeal, the Alton will not put in the rate of \$7.50, as ordered by the chairman.

The directors of the Atchison, Topeka & Santa Fe road yesterday elected a reorganization committee with power to act. The committee consists of E. B. Cheney, jr., Thomas P. Fowler, W. L. Bull, George A. Nickerson and E. J. Berwynd. The committee will at once set out to make a plan of reorganization, and will continue until the final details are worked out. The officers will hold over

That a road is more apt to have accidents, wrecks, etc., where there is friction between the officials and the employes is frequently demonstrated. On the Peoria & Eastern, before the present trainmaster,
A. S. Knapp, took charge, wrecks were of
almost daily occurrence. Now there is no
Indianapolis line more exempt from accident that the Peoria & Eastern, and there is a friendly interest between the trainmen and the trainmaster which excites favorable

A passenger conductor on one of the Inlines who came in yesterday dianapolis lines who came in yesterday said he had nineteen ministers on his train who had been out from Indianapolis to preach on Sunday. He said that on Monday morning, on nearly all of the lines, the morning train is known as the preachers' train. A local ticket agent who heard the conductor's remarks said that there were over three hundred clerical tickets issued annually at their office for ministers of this State. Most of them are located at Indianapolis.

Those who are good judges say no road has a better track than that of the Cincinnati, Hamilton & Dayton, especially the Indianapolis division. The past season ten miles of new steel rail has been laid between Liberty and Brownsville, a new iron bridge, 456 feet in length, has been built over Whitewater, near Brownsville, 25,000 new ties have been put in, a considerable amount of pile driving done to protect banks against washouts, and also much work in repairs to stations and laying additional side track, and the roadbed is in excellent condition for winter service.

A train official of the Cincinnati, Ham-ilton & Dayton says the Journal may have correctely quoted James McCrea, first vice president of the Pennsylvania Company, to the effect that instructions had been given to the Vandalia freight officials and the same policy as regards the interchange between the Vandalia and the Panhandle, but the facts do not bear him out, as the Vandalia, before the Pennsylvania took control of it, turned forty to loaded cars a day over to the C., H. & D. at Indianapolis, and now it turns over only four to five a day; meantime the east-bound business of the Panhandle is exceeding that of any former period, the Panhandle getting what once went to the C.

On Friday last F. G. Darlington, superin-tendent of the Indianapolis division of the Panhandle, accompanied General Manager Barnard, of the Peorla & Eastern, in a trip ton says he does not remember where there has been so great an improvement in the on this. In laying new steel, in increasing the number of ties, repairing platforms and depots, in ditching, in enlarging embankments-in fact, in everything which per tains to improving a roadbed and other features, there has been a wonderful change on this division of the P. & E. He thinks the new viaduct and the straightening of the road near Danville is one of the finest pieces of engineering to be found in

## NO GAS IN FOUR YEARS. Inspector Jordan's Gloomy View o

Conditions in the Belt. Gas Inspector Jordan is in the city con ferring with W. S. Blatchley, the recentlyelected State Geologist. Inspector Jordan is fresh from the gas fields where he has been looking up additional facts for his report which he will make to the Legislature. "Natural gas is failing rapidly," he said in reply to an inquiry. "I am more confident of it now than I was when submitted my last report. It is only a question of a few years when there will be a general suspension of the luxury. I should not be surprised if in four years from now there will be no gas for the factories in the gas belt. People who live in the belt know this as well as I do, but they will not admit it. In many sections of the gas centre the wells show only a pressure of 240 pounds. The highest pressure that can be found is 320 pounds. In many of the gas belt towns there can be found wells at this time that are almost entirely exhausted. I rehas been a reckless waste of gas in the last few years. It doesn't seem possible, but guarantee that since the first gas was sunk in this district there has \$25,000,000 worth of gas wasted, estimating it at the price that people are now paying for it. Of course, there are cities in the belt more liable to loose their gas supply in the near future than others. don't care to particularize, because it would injure the commercial interests of these cities, but mark my word for it, the supply

is rapidly closing out." Findlay Wells Almost Exhausted. PITTSBURG, Nov. 19.-The Dispatch's Findlay (O.) correspondent informs that paper that a startling situation has been developed in the gas field, and the city gas trustees, as well as the consumers, are paralyzed. Three weeks ago the pressure in the monster Creighton well in Cass township was sixty-five pounds to the square inch. To-day it is only thirteen pounds. This alarming decrease shows that in a few weeks more the gas will be literally blown out. The Cass township field, six miles northeast of this city, was the last high-pressure territory to fall back

The Creighton well a year ago came in with its 20,000,000 cubic feet, thundering so loudly that it was heard in this city. The rock pressure was then 180 pounds. But the Northwestern Ohio Natural Gas Company, the Kenton Company, the city of Toledo and others were all at work, rivaling Findlay in exhausting the gas from the field. All of these had huge pumps going day and night, sucking the vitals out of the rock, until to-day there appears to be scarcely gas enough left to keep the fires going under the boilers which furnish the steam

In the Marion township field east of this city, where a few years ago the great Thornton well furnished enough gas to supply Tiffin, twenty-eight miles away, the pressure has gradually fallen until the two best wells—the Ross and the Sparks—show a pressure of only nine pounds, and the gas is unable to propel itself along the mains which lead to the city. An even more deplorable condition exists in the Stuartsville field, north of the city four miles. Here was the center of the great Ohio gas field. It was, to use the descriptive term applied to it by a local writer, "in the thick of the ham," and the monster Farmers', Kagy and other wells shook the earth. For years this territory was used to supply Findlay. Toledo, Detroit, Sandusky, Fremont and other cities. Now the pumping stations of great corporations are at work sucking air and trying to keep up a semblance of furnishing gas.

During the mild weather there is an During the mild weather there is an abundance of gas for domestic consump-tion, and during the past summer the factories have been supplied; but when the first frosty morning came, down went the blaze in every store. At night there is still plenty, and the regulators are so defective that one has to stay up at nights to keep turning down the gas so the house on't burn down. People are reluctantly going back to the use of coal and wood, and the fuel dealers and stove men are driven nearly to death to keep up with the demands made upon them. With all this Findiay holds up remarkably well for the hard times, but the days of her gas fetes are past forever. The

oil field is still rich in revenue and many lucky strikes are made. This maintains the marvelous strides made by northwestern Ohio in the past decade. Dr. Beck's Last Allowance The County Commissioners yesterday made a final allowance to reuring Coroner Beck. It was the second for the month and was \$1,400.70. The total for the month was \$2,646.40. The Doctor's only expense was his office rent. His Republican successor promises a reform in this office.

Personal Comeliness

SHREWD PLAN ALLEGED TO HEAD OFF STEHLIN SALOON CASE.

A New Feature to This Celebrated. Case-Changes in Criminal Court -Police Court Affairs.

The case of Mary Haggart vs. John Stehlin was called for trial in the Circuit Court vesterday before Judge Brown and a struck jury. Ritter & Ritter, -who have had charge of this case since it began, appeared for the plaintiffs and John W. Kern for Stehlin. Mr. Kern, in examining the jurymen, asked each if they had any convictions as to whether a saloon being opened next door to them would damage their property, and nearly all of them said they had decided convictions on the subject. He objected to so many on this account that it required until the middle of the forenoon to secure a jury. One or two of those who were finally accepted testified that they had property which they rent to saloons, but said they could give a fair hearing to the case. Mr. Ritter accepted them. Mr. Kern tried to have several excused who confessed to convictions on the subject, yet said they would be open to the evidence in this case, but they were not released. It was evident that the trial would be full of interest on both sides and would be fought to a finish. The owner of the ground at the time the saloon was opened was George Heidt, a German. He sold his property as soon as this suit was filed, and last week his wife attempted to have him committed to the hospital for the insane. The testimony, however, was that he was suffering only from excessive drink, and had no delusions of any kind. Captain Ritter thinks lusions of any kind. Captain Ritter thinks
it was an attempt on the part of Stehlin's
friends to have Heidt declared
insane, so that the case could
not come to trial. If the commission
had found him insane the trial could not
have been held and must have been
dropped. The jury finally selected to try
the case is composed of Robert E. Moore,
John Moore, William Boatright and
Stephen E. Pierson, from Center township;
John W. Curd, of Perry township; Oliver
W. Voorhees Vorhis, of Lawrence township; Charles H. Litterer, Thomas Hockersmith, Asa P. McCurdy and Jonathan Hollingsworth, of Pike township, and Ambrose Martin, of Wayne township The witnesses examined vesterday after-noon were John A. McKenzie, Worth Wharton and Felix McWhirter. They testi-

## CRIMINAL COURT CHANGES. Judge McCray Will Clear the Court of

fied that the proximity of the saloon had damaged the property several thousand dol-

Jury Barnacles. Judge McCray has ordered that a change e made in the Criminal Court room to prevent some annoyances to which, as a practicing attorney, he had been a victim. The center door, through which the entrance to the court room is now obtained, will be locked and the public will enter through the east door. The seats will be rearranged so as to permit an aisle in the center. The general public will not be permitted inside the iron railing. The court officers, the prisoners and attorneys and the newspaper men will be admitted through the door inside the rail. There will thus be less time taken in removing prisoners in important trials when the lobby is packed. The Judge comments on the fact that it is a wonder that during such times some friend of a prisoner has not slipped him an arm or able him to escape. The change will be welcomed by all persons having business with the court. The Judge announces a purpose to clean out the jury barnacles. There has grown up a class of old men who hang around the court room waiting to be called for jury service, and the bailiff s under the constant temptation to listen to their appeals in spite of the law, and put them on the jury rather than bear the reproaches of business men who have to leave their business for a service they do not enjoy and which costs them several times the legal rate of pay.

# A POLICEMAN REBUKED.

Acting Judge Averill and Superintendent Powell Have a Tilt. There was a charge of drunk yesterday against Jerry O'Brien, a property owner. He was arraigned in Police Court, acting Judge Averill on the bench. Officer Sauers, who made the arrest, stepped forward to explain to the court the nature of the case, saying the arrest was made not because the prisoner was annoying anybody, but for the purpose of taking him off the street until he could sober up. The officer was re-buked in open court, before he said another by Superintendent Powell, who reminded him that he was violating an ex-press order of his own in saying anything that would hamper the State in its prosecu-Judge Averill resented, the Superintendent's interference in the case, and mietly remarked that he was running the court, and would hear the patrolman's statement. The incident created a sensation in the court room.

### INDICTMENT AGAINST CALDWELL. Wealthy Frankfort Man Must Stand Trial for Counterfeiting.

The federal grand jury yesterday returned 105 indictments to the District Court, Fifty of the bills returned are against counterfeiters, the remainder pertaining to postal and revenue violators. Three indictments were returned against D. Kyle Caldwell, the wealthy lumber dealer of Frankfort, whom Harlan, the counterfeiter, implicated in his testimony before the United commissioner. Harlan, Phillip and Nellie Coup were also indicted on several counts. Mrs. Coup is now in New York, but the agents of the treasury say that they can produce her at any time.

Damages Asked for Injuries. The trial of the case of Mrs. Highwood against the Big Four road for the death of her husband, David S. Highwood, an engineer, in an accident, began yesterday in Superior Court, Room 2, before a jury. The engineer was injured fatally in an accident at Cleves last May. Two more such suits were filed against this road yesterday aft-ernoon. The plaintiff in one was Henry H. Kennington, who was injured nearly two years ago in setting a brake alleged to be defective. The plaintiff alleges that he saw the train—a freight train which was running down grade at a forty-nine-mile-an-hour rate—was about to strike a cut of cars taking the side track, and he threw his whole weight against the brake wheel, which broke into a number of pieces, throwing him to the ground. He demands \$20,000 damages.

Habich Holds on to His Docket. Carl Habich, who was defeated for reelection as justice of the peace, but who was reappointed a justice by the County Commissioners, refuses to deliver his docket to his successor, Mr. Lockman. He says that the docket belongs to him, and that he needs it in his business. Mr. Lockman's commission from the Governor states that he was to succeed Habich. Mr. Walpole, who was also appointed after defeat, gave up his docket to his duly-elected succersor, Mr. Nickerson, and says he did so because the docket belonged to him.

Probate Cases. The will of Mary A. Perrott, deceased was filed yesterday for probate and record Her property was given to her husband William W. Perrott, during his life, then falls to the children in equal parts. Sam-uel V. Perrott was made trustee for the share of his brother William. The husband was made executor of the estate. The will of Bridget Cantwell was filed for probate. It directs that \$100 be given to the pastor of St. Joseph's Church and the balance goes to her children. Thomas Markey was named as executor.

\$25,000 Damage Suit. A twenty-five-thousand-dollar damage suit was yesterday transferred from the Floyd Circuit Court to the United States District Court. The plaintiff is Oliver McMackin, who is suing the receiver of the New Albany railway for injuries alleged to have been received while in the employ of the road.

Claims the Engine Was Unfit. Margare: Plant has brought suit against the Monon for \$10,000 for the loss of her busband, who was killed in a wreck at Broad Ripple. She says the accident hapened without fault of her husband, the

Astley's Damage Suit.

A suit will be filed fo-day by William J.

Astley against the Van Camp Packing talked with the wife. She was very week

Company for \$5,000 damages. Astley alleges that he was working with a pulverizer and, without fault of his own, was seriously injured.

Judge Harvey Takes the Oath. Judge Harvey took the oath of office yesterday morning at the hands of County Clerk Fesler. His bailiff is Edgar B.

Seven Years for Burglaries. Judge McCray yesterday sent Thomas Williams, colored, to prison for seven years on a plea of guilty to three separate bur-

THE COURT RECORD.

Superior Court. Room 3-Pliny W. Bartholomew. Judge. Alva R. Highwood, Administrator, vs. C., C., C. & St. L. Railroad Company; dam-ages. On trial by jury. Oriminal Court.

John F. McCray, Judge. State vs. Thomas Williams; burglary and petit larceny. Plea of guilty. Sentence of seven years in State's prison.

State vs. Thomas Blackwell; assault and battery with intent to kill. Nollied. State vs. Elmer Ross; assault and bat-State vs. Joseph Gates; assault and bat-tery. Nollied. State vs. James Smith; burglary and grand larceny. Plea of guilty. Two years in State prison. State vs. Anna Hibben; abortion Nollied. State vs. Frank Stinson; grand larceny. State vs. Daniel H. Prunk; abortion. State vs. William T. Gibson; assault and battery with intent to kill. Nollied.

Circuit Court. Edgar A. Brown, Judge. Mary E. Haggart et al. vs. John Stehlin et al.; damages. On trial by struck jury.

New Suits Filed. Reuben Banks vs. W. W. Christy et al., trustees of Grand United Order of Odd Fellows; policy. Demand \$150.

Asa O. Ruse, Guardian for estate of Mary A. McCurdy, vs. Robert F. Marsh et al.; notes. Demand \$100.

Lizzie J. Johnson vs. Harry H. Johnson; divorce. Cruelty Lizzie J. Johnson vs. Harry H. Johnson; divorce. Cruelty.

Margaret Plant, Administratrix, vs. Louisville, New Albany & Chicago Railway Company; damages. Demand \$10,000.

Home Brewing Company vs. Edward L. Jones; note and account. Demand \$250.

Henry H. Kennington vs. Cleveland, Cincinnati, Chicago & St. Louis Railway Company; damages. Demand \$20,000.

New Massachusetts-avenue Savings and Loan Association vs. Walter E. Newby; foreclosure and appointment of a receiver.

John W. Stout vs. Maurice Horowitz; damages. 'Demand \$1,500.

THE FAIR FOR CHARITY.

#### Annual Flower Mission Bazaar to Open This Evening.

The Flower Mission fair will open this evening at Tomlinson Hall and will continue each day and evening through Saturday. The whole effect of the fair will be white and the entire exterior decoration has been made by a special committee, so that there will be a harmony, unlike anything the Flower Mission has ever had before in its decorations. There will be no booths on the stage. The Peristyle, of the famous White City, will be partially represented there with a background of blue. The interiors will be decorated in the particular colors of the nation represented. There will be no divisions between the hooths, so that there will be a lighter and more open effect and from end to end will have the appearance of an arcade. In many ways the fair will be different from those of previous years. The luncheons will be served each day, beginning tomorrow. Mrs. J. H. Lowes and Mrs. T. G. Barry are at the head of the luncheon committee, and they will be assisted by a large number of ladies from the different churches. Mrs. Milburn. whose reading of character in handwriting attracted so much attention last year, will teach this reading in the officers' booth during the fair. The entertainment committee has provided a varied programme for the even-ings of the fair. To-night "My Lord in Livery" will be presented by members of the Dramatic Club. The cast is as fol-

Lord Thirlmere, H. M. S. Phlegethon. .....Newton Booth Tarkington iggott, the butler .... Mr. John L. Griffiths opkins, the footman..Mr. Edson T. Wood Robert, the page......Master Fred Krag
Sybil Amberiy.....Miss May Armstrong
Laura .....Miss Helen Erwin
Rose......Miss Kate Lemcke

The play is a farce in one act, which takes place in the housekeeper's room at the residence of Sir George Amberly. The play has been given here by the Rosina Vokes company. Miss Vokes played Sybil Amberly and Mr. Felix Morris the part of Spiggott. During the play the minuet will be danced by Miss Armstrong, Miss Erwin, Miss Lemcke and Mr. Tarkington, An orchestra will furnish the incidental music, will play the overture and again after the performance The following are the booths and

Library Booth-Portal of art building; full evening dress. Booth-East India building; cosume. East India Flower Booth - Horticultural building; ostume, Italian. Booth-French court interior; cos-Ice-cream Booth-Marine cafe; costume, Children's Booth-Belgian portal; costume, Belgian peasant. Household—Agricultural Beverage Booth-Interior Swiss building; costume, Swiss peasant.

Gypsy-Forestry building; costume, gypsy.

Doll Booth-German building; costume, Inn-Moorish arcade of Spain; costume,

Art Booth-Transportation building; costume, Greek, white.
Stage-Administration building; for the executive committee. The portal will represent the transportation building.

PICTURES ON RILEY NIGHT. Among the pictures given at the Riley entertainment to-morrow night will be several from "There, Little Girl, Don't Cry." The first will be little Elizabeth Eitel with the broken doll; the second, Edna Green with the broken slate, and the third, the broken-hearted girl, will be represented by Miss Florence Atkins. Miss Atkins will also pose as "Illileo Legardi" in a pic-turesque costume. Miss Eioise Morton will appear in three beautiful pictures: "The Bride," "Nothin' at All to Say," and "Dot Leedle Boy of Mine." The closing picture, "Good-night," will be given by little Etnel Dorsey. It illustrates the following verse, written by Mr. Riley for the Flower Mission for this occasion:

Good-night! I'm glad an' sorry, too,
I haf to say good-night to you;
I'm sleepy 'nuff, but like to stay
Up last of all, like parunts may.
Ef I wuz parunts, ist fer spite
I'd never ever say Good-night!

Some Flower Mission Cases.

The cases which are cared for by mem-

pers of the Flower Mission during the year furnish much that is interesting, and a brief record of a few give some insight into the work for which funds are so much needed and to provide for which the annual fair is held. During the summer there was a family of four-father, mother and two children-all sick at one time with typhoid fever. With all income cut off, assistance had to be saxed. Too sick to be removed to the hospital, it fell to the Flower Mission to lend the helping hand. There was no one to wait on them. The Flower Mission supplied a trained nurse for them all and the Knights of Pythias shared the care by having a nurse for the man. With the nurse and the nourishment needed the Flower Mission paid out from \$13 to \$14 a week, and had to keep it up for weeks. The nurse has just been dismissed, but the mission continues supplying food and has provided warm clothing to prevent any recurrence of sickness, if possible. It will keep an oversight and assist the family to get into working order again before lettic; the case go entirely. In another family five were sick with typhoid fever. The district nurse visited them every day. Several were crowded in one bed and the physician said the little girl ought to have a place by herself. She had shown no interest in anything for days and was very ill. Some one had donated a single child's bed to the mission, and this was sent to the little girl. From that time she showed a marked improvement. owed a marked improvement. She kered her little bed. t of what the mission sometimes gives, ere was a case of a woman dying with

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What Makes So Many People Drop Dead in the Street?

Why Are Homes Filled With the Weak and Nervous?

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It is a weakness, a sin, a crime to neg-

lect your health. Death has terrors for every one, but people do not seem to think much about it until they are about to break down. Then anguish fills the soul. Then despair replaces ambition, and weakness and exhaustion take the place of strength. Have you palpitation, fluttering and feeling of weakness and uneasiness around the heart, dizziness, faintness and shortness of breath? Then look to your heart! It is dangerously weak! Sometimes there is pain around the heart. With these symptoms there is generally loss of appetite, gas, weakness, anxiety, forebodings, despondency and extreme nervousness. Such a condition is equal to a deadly serpent coiled about you, whose venomous fangs are about to sink into your flesh and draw your life's blood. Read the remarkable experience of Joseph Booth, esq., the widely known superintendent of Torry's razor manufactory, Worcester, Mass.:

"Some time ago," he says, "I was taken with a terrible dizziness and palpitation of the heart, which so weakened me I could not stand. A terrible burning sensation would be felt over the heart, and at the same time it would palpitate in a dangerous "I had an all-gone feeling, was terribly

weak and despondent, and a horrible foreboding was continually over me. My food distressed me terribly and I had severe pains. I was so weak and sick I thought I should die. I was also troubled greatly with gas.

"After trying several remedies for my sufferings without success I was convinced that Dr. Greene's Nervura blood and nerve remedy was the only medicine that would cure me. I saw that many had been cured of the same complaint by it. I commenced using it, and the result justifies my confi-

"My troubles have all left me after using this great remedy. My heart disease is cured, and I can eat anything without distress. Dizziness no longer troubles me, and I am cheerful and bright, with no fits of despondency. In fact, I am a new man. 1 advise every one to use Dr. Greene's Nervura blood and nerve remedy. It is a wonderful medicine."

Everybody is unanimous in proclaiming this great remedy the most wonderful in the world. Why don't you try it? That weak organ will soon give out. Do you want it to? Then take the one sure cure for it, Dr. Greene's Nervura blood and nerve remedy.

It is not a patent medicine, but the prescription of the most successful living specialist in curing nervous and chronic diseases, Dr. Greene, of 35 West Fourteenth street, New York city. He has the largest practice in the world, and this grand medical discovery is the result of his vast experience. The great reputation of Dr. Greene is a guarantee that his medicine will cure, and the fact that he can be consulted by any one at any time, free of charge, personally or by letter, gives absolute assurance of the beneficial action of this wonderful medicine

and asked the minister to sing for her The song, "Home of My Soul," was sug gested. He sang it, and as he did so a look of peace lighted her face. She turned and put her hand in that of her husban who sat beside her. Afterwards the Mi sion Band of the Tabernacle Church, which goes about singing and reading in familie where the sick desire it, visited the woman and sang for her, having been sent for by the Mission visitor. Many of her last hours were cheered by the kindly work of the Flower Mission and the Mission Band.

TWO NEW STATE OFFICERS.

Messrs. Thompson and Blatchley Take Their Offices.

S. J. Thompson, of Shelbyville, yesterday

relieved W. A. Peelle as State Statistician. taking control of the office shortly after noon, Capt. John W. Worrell, of Hendricks county, will act as chief clerk. David T. Praigg, who has been connected with the office as chief clerk under Mr. Peelle, will remain with the new Statistician until the first of the year. Mr. Praigg is preparing the biennial report of industrial statistics, which will be issued in about two weeks. The report will occupy a volume of over

Geologist, yesterday received the oath department with Gorby has been connected for the last twelve years. Mr. Blatchely will employ no deputies until next spring, when he takes up his field work. He has the appointing power of the three inspectors, who are now as follows: E. T. J. Jordan, gas inspector; N. J. Hyde. oil inspector; Thomas McQuade, mine inspector. Jordan and McQuade retire in March and Hyde holds over until February. As yet the new Geologist has made no selections.

Gold Returns Money. S. N. Gold yesterday returned county treasury \$194.11 on account of election expenses. He drew \$13,500 for these. but did not disburse it all by the

From PROF. F. B. RICE, Warner Hall. Oberlin Conservatory of Music, Ober-

It affords me great pleasure to say a word in regard to the planos that we purchased of you more than a year ago. They have had severe use, and have stood the test in a most satisfactory manner. It is easy to see that our students prefer them to any pianos that we have, and we have instruments from eight or ten other manu-facturers. Our tuner told me a short time ago that we had nothing that began to equal the Mason & Hamlin pianos for staying in tune. The touch is very free and pleasant, and the tone excellent.

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Surgeon. OFFICE-95 East Market street. Hours-9 to 10 . m.; 2 to 3 p. m., Sundays excepted. Telephone 941 DR. BRAYTON. OFFICE-26 E. Ohio; from 10 to 12 and 2 to L RESIDENCE-808 East Washington St. House Telephone 1279. Office telephone 1454.

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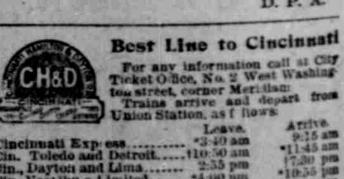
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